

CONSTRUCTION DETAILS:

- A. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
B. USE EXISTING HANDHOLE.
C. USE EXISTING CONDUIT.
D. RELOCATE EXISTING PEDESTAL POLE WITH 2 IN. ELBOW, VEHICULAR SIGNAL HEAD, INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD AND ACCESSIBLE PEDESTRIAN SIGNAL (NOTE: INSTALL APS NO HIGHER THAN 42 IN. FROM SIDEWALK).
E. INSTALL HANDHOLE.
F. INSTALL 2 IN. (SCH 80) PVC CONDUIT-TRENCHED.
G. INSTALL 4 IN. (SCH 80) PVC CONDUIT-TRENCHED.
H. INSTALL 4 IN. (SCH 80) PVC CONDUIT-BORED.
I. INSTALL 12 IN. HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.
J. INSTALL 24 IN. HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
K. CAP AND ABANDON EXISTING CONDUIT.
L. RELOCATE EXISTING SIGN ON MAST ARM.
M. REMOVE EXISTING SIGN ON MAST ARM.
N. REMOVE EXISTING SIGN ON MAST ARM.
O. REMOVE EXISTING HANDHOLE.

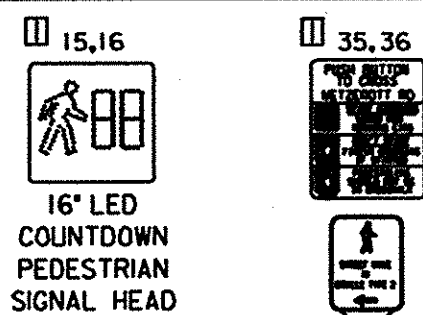
P. INSTALL 10 FT. PEDESTAL POLE WITH 2 IN. ELBOW, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND ACCESSIBLE PEDESTRIAN SIGNAL (NOTE: INSTALL APS NO HIGHER THAN 42 IN. FROM THE SIDEWALK).

Q. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD ON PEDESTAL POLE FOR METZEROTT RD CROSSING ONLY.

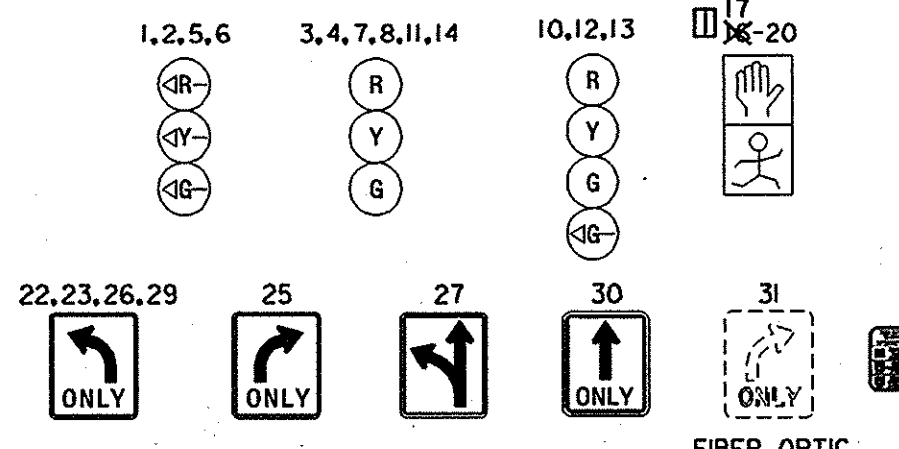
R. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN.

MD 193 IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION.

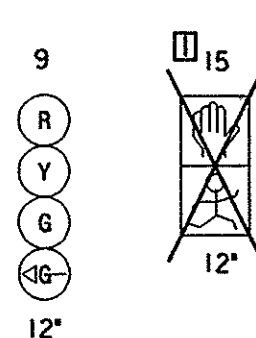
PROPOSED SIGNALS & SIGNS



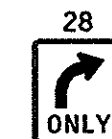
EXISTING SIGNALS & SIGNS TO REMAIN



EXISTING SIGNALS TO BE RELOCATED



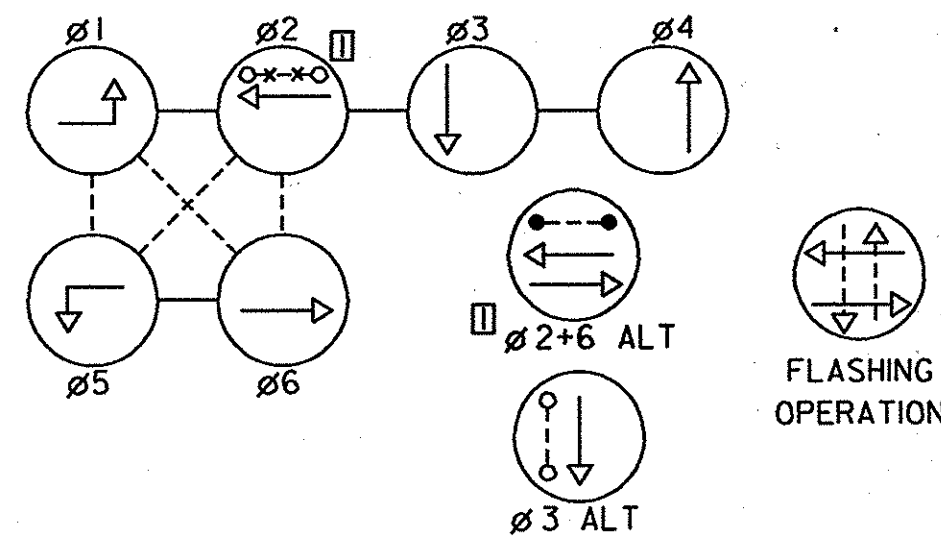
EXISTING SIGN TO BE REMOVED



VIDEO DETECTION



NEMA PHASING



NEMA NOTES

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

NOTES

- ALL PAVEMENT MARKINGS SHOWN ARE PROPOSED AND UNLESS OTHERWISE NOTED ARE TO BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADE PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- ALL UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE BECAUSE THESE UTILITIES MAY BE MODIFIED PRIOR TO AND DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER IMMEDIATELY.
- CONTRACTOR TO DELIVER CENTRAL CONTROL UNIT (CCU) TO SHA SIGNAL SHOP FOR PROGRAMMING. CONTACT ED RODENHIZER AT 410.787.7652 AT LEAST 72 HOURS PRIOR TO ARRANGE.

REDLINE REVISION NO. 1 / / 06

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 193 AT METZEROTT RD/
PAINT BRANCH DR

SCALE 1" = 20' DATE 9/7/93 CONTRACT NO. P-337-001-385

DESIGNED BY COUNTY PRINCE GEORGES
DRAWN BY H. KILIAN LOGMILE 16019303.44
CHECKED BY W. FITCH T.I.M.S. NO. XXX H299
F.A.P. NO. N/A TOD NO.
TS NO. 1034 G
DRAWING NO. 1 OF 2 SHEET NO. 21 OF 24

SHA No.: BW798M83
MD 193 @ Metzerott Road
Prince George's County

APPROVALS	REVISIONS
TEAM LEADER	1/2006 RELOCATION OF THE PEDESTRIAN POLE DUE TO NEW ROADWAY AND COUNTDOWN
ASST. DIV. CHIEF	CONTRACT NO. P-337-001-385
DIVISION CHIEF	ASBUILT SHA NO. BW996M82 SEPTEMBER 23, 2002
OFFICE DIRECTOR	RECONSTRUCT FOR NEW GEOMETRICS FEBRUARY 5, 2001

UTILITY LEGEND

G — G — GAS MAIN
W — W — WATER MAIN
S — S — SEWER MAIN
E — E — ELECTRIC CABLES
A — A — AERIAL CABLES
T — T — TELEPHONE CABLES

WIRE HEIGHTS

PRIMARY POWER LINE 32 FT
CABLE TV 21.5 FT

THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
OWINGS MILLS, MARYLAND

DRILL HOLES

DRILL HOLES

DRILL HOLES

Metzerott Road Spine Metzerott Rd
6/13/06 Jlg
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